



THE OHIO PUBLIC WORKS COMMISSION
65 East State Street, Suite 312, Columbus, Ohio 43215 Phone (614) 466-0880

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 7/93 CB913

IMPORTANT: Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

SUBDIVISION: Green Township CODE # 061-31752

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 9/13/94

CONTACT: Fred B. Schlimm, Jr. PHONE # (513) 574-8832
(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

PROJECT NAME: Snyder Road Reconstruction Phase II

SUBDIVISION TYPE (Check Only 1)	FUNDING TYPE REQUESTED (Check All Requested & Enter Amount)	PROJECT TYPE (Check Largest Component)
<input type="checkbox"/> 1. County	<input checked="" type="checkbox"/> 1. Grant \$ 477,610.00	<input checked="" type="checkbox"/> 1. Road
<input type="checkbox"/> 2. City	<input type="checkbox"/> 2. Loan \$	<input type="checkbox"/> 2. Bridge/Culvert
<input checked="" type="checkbox"/> 3. Township	<input type="checkbox"/> 3. Loan Assistance \$	<input type="checkbox"/> 3. Water Supply
<input type="checkbox"/> 4. Village	MBE SET-ASIDE OFFERED	<input type="checkbox"/> 4. Wastewater
<input type="checkbox"/> 5. Water/Sanitary District (Section 6119 O.R.C.)	Construction \$	<input type="checkbox"/> 5. Solid Waste
	Procurement \$	<input type="checkbox"/> 6. Stormwater

TOTAL PROJECT COST: \$ 682,300 FUNDING REQUESTED: \$ 477,610.00

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT: \$ 477,610.00 LOAN ASSISTANCE: \$
LOAN: \$ % TERM: yrs. (Attach Loan Supplement)

(Check Only 1)	
<input checked="" type="checkbox"/> State Capital Improvement Program	DISTRICT MBE SET-ASIDE:
<input type="checkbox"/> Local Transportation Improvements Program	Construction \$
<input type="checkbox"/> Small Government Program	Procurement \$

FOR OPWC USE ONLY

PROJECT NUMBER: C / C	APPROVED FUNDING: \$
Local Participation %	Loan Interest Rate: %
OPWC Participation %	Loan Term: years
Project Release Date:	Maturity Date:
OPWC Approval:	Date Approved:

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:

(Round to Nearest Dollar)

- a.) Project Engineering Costs:
1. Preliminary Engineering \$.00
 2. Final Design \$.00
 3. Other Engineer's Services* \$.00
 - Supervision \$.00
 - Miscellaneous \$.00
- b.) Acquisition Expenses:
1. Land \$.00
 2. Right-of-Way \$.00
- c.) Construction Costs: \$ 682,300.00
- d.) Equipment Purchased Directly: \$.00
- e.) Other Direct Expenses: \$.00
- f.) Contingencies: \$.00
- g.) TOTAL ESTIMATED COSTS: \$ 682,300.00

MBE \$	Force Account \$
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

- | | \$ | % |
|---------------------------------|-------------------------|-----------|
| a.) Local In-Kind Contributions | \$ <u> .00</u> | _____ |
| b.) Local Public Revenues | \$ <u>204,690.00</u> | <u>30</u> |
| c.) Local Private Revenues | \$ <u> .00</u> | _____ |
| d.) Other Public Revenues | | |
| 1. ODOT PID# _____ | \$ <u> .00</u> | _____ |
| 2. EPA/OWDA | \$ <u> .00</u> | _____ |
| 3. OTHER | \$ <u> .00</u> | _____ |

SUB-TOTAL LOCAL RESOURCES: \$ 204,690.00 30

- e.) OPWC Funds
1. Grant \$ 477,610.00 70
 2. Loan \$.00 _____
 3. Loan Assistance \$.00 _____

SUB-TOTAL OPWC RESOURCES: \$ 477,610.00 70

f.) TOTAL FINANCIAL RESOURCES: \$ 682,300.00 100%

*Other Engineer's Services must be outlined in detail on the required certified engineer's estimate.

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a summary from the Chief Financial Officer listed in section 5.2 listing all local share

2.0 PROJECT INFORMATION

IMPORTANT: If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Snyder Road Reconstruction Phase II

2.2 BRIEF PROJECT DESCRIPTION - (Sections a through d):

a.) SPECIFIC LOCATION:

See Attached Map

From end of recent reconstruction approximately 700' west of Sheed Road to end of road where it turns into private drive.

PROJECT ZIP CODE: 45247

b.) PROJECT COMPONENTS:

Widen pavement to uniform width of 20' matching newly reconstructed width. Improve existing cross culverts and storm drain systems and addition of others as identified by engineering. Improvement of ditchline. Reconstruction of existing pavement. Undercut and repair sub-grade. Install vertical curb. Continuation of retaining wall on south side of road and construction of retaining wall on north side of road. Construction of "T" turnaround at terminus.

c.) PHYSICAL DIMENSIONS/CHARACTERISTICS:

Two lanes varying in width from 20' - 12'
2900' in length.

d.) DESIGN SERVICE CAPACITY:

IMPORTANT: Detail shall be included regarding current service capacity vs proposed service level.

If road or bridge project, include ADT. If water or wastewater project, include both current residential rates based on monthly usage of 7,756 gallons per household.

Attach current rate ordinance.

Current pavement width varies from 20' to 12'. Rural road which has tentative residential development plans for several 30 acre plus parcels. Inadequate now for serving the 50 residences on street. Roadside ditch, cross culvert drainage system, and catch basins do not function as intended.

ADT 544 VPD 653

2.3 USEFUL LIFE/COST ESTIMATE: Project Useful Life: 20 Years.

Attach Registered Professional Engineer's statement, with original seal and signature certifying the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	\$682,300	100%
State Funds Requested for Repair and Replacement	\$477,610	70%

TOTAL PORTION OF PROJECT NEW/EXPANSION	\$	%
State Funds Requested for New and Expansion	\$	%

(SCIP Project Grant Funding for New and Expansion cannot exceed 50% of the total Project Costs.)

4.0 PROJECT SCHEDULE:*

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>11/15/94</u>	<u>3/15/94</u>
4.2 Bid Advertisement:	<u>6/1/95</u>	<u>6/21/95</u>
4.3 Construction:	<u>7/2/95</u>	<u>12/31/95</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be approved in writing by the Commission once the Project Agreement has been executed. Dates should assume project agreement approval/release on July 1st. of the Program Year applied for.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER	Thomas R. Maley
TITLE	Administrator
STREET	6303 Harrison Avenue
	Cincinnati, Ohio 45247
CITY/ZIP	
PHONE	(513) 574 - 4848
FAX	(513) 574 - 6260

5.2 CHIEF FINANCIAL

OFFICER	Marilyn Wagner
TITLE	Clerk
STREET	6303 Harrison Avenue
	Cincinnati, Ohio 45247
CITY/ZIP	
PHONE	(513) 574 - 4848
FAX	(513) 574 - 6260

5.3 PROJECT MANAGER

TITLE	Adam Goetzman, Public Works Director
STREET	6303 Harrison Avenue
	Cincinnati, Ohio 45247
CITY/ZIP	
PHONE	(513) 574 - 4848
FAX	(513) 574 - 6260

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Check each section below, confirming that all required information is included in this application.

- X A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and execute contracts. (Attach)
- X A summary from the applicant's Chief Financial Officer listing all local share funds budgeted for the project and the date they are anticipated to be available. (Attach)
- X A registered professional engineer's estimate of projects useful life and cost estimate, as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimates shall contain engineer's original seal and signature. (Attach)
- N/A A copy of the cooperation agreement(s) if this project involves more than one subdivision or district. (Attach)
- X Capital Improvements Report: (Required by 164 O.R.C. on standard form)
 A: Attached.
X B: Report/Update Filed with the Commission within the last twelve months.
- N/A Floodplain Management Permit: Required if project is in 100 year floodplain. See Instructions.
- X Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), and other information to assist your district committee in ranking your project.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) that to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) that all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

IMPORTANT: Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement and a Notice To Proceed for this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Thomas R. Maley, Administrator

Certifying Representative (Type or Print Name and Title)

Thomas R. Maley 9-26-99

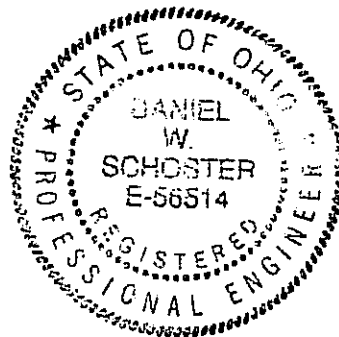
Signature/Date Signed

STATEMENT OF USEFUL LIFE

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the Snyder Road project will have a useful life of at least 20 years.



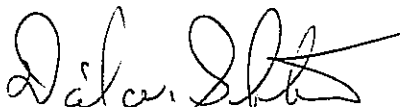
DANIEL W. SCHOSTER, P.E.
JMA CONSULTANTS, INC.

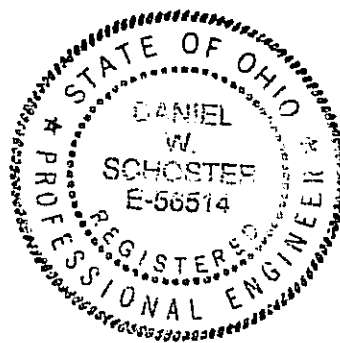


ENGINEER'S ESTIMATE
SNYDER ROAD
GREEN TOWNSHIP ISSUE II '94
JMA #1373

DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
Remove Ex. Pavement	SY	7,400	3	22,200
Undercut, Remove & Replace	CY	400	50	20,000
Curb Type 6	LF	6,600	10	66,000
Drive Aprons Concrete Remove & Replace	SY	1,000	25	25,000
Catch Basin CB-3	EA	22	1,200	26,400
Storm MH Type 3	EA	10	1,500	15,000
12" RCP	LF	500	30	15,000
15" RCP	LF	500	35	17,500
18" RCP	LF	1,000	40	40,000
24" RCP	LF	1,000	45	45,000
ODOT 304 Stone	CY	2,600	35	91,000
ODOT 301 Asphalt Base	CY	800	65	52,000
ODOT 404 Asphalt Surface	CY	400	65	26,000
Tensar Geogrid	SY	7,400	1	7,400
Embankment	CY	1,000	2	2,000
Excavation	CY	1,000	2	2,000
Topsoil & Sodding	SY	3,700	4	14,800
Tree Removal	LS	1	5,000	5,000
Waterworks	LS	1	60,000	60,000
Maintaining Traffic	LS	1	10,000	10,000
Retaining Wall	LF	800	150	120,000

TOTAL \$682,300


Daniel W. Schoster, P.E.





ROADS & MAINTENANCE DEPARTMENT
PARKS

6303 HARRISON AVENUE • CINCINNATI, OHIO 45247-6498 • (513) 574-8832

I MARILYN WAGNER, hereby certify as Clerk of Green Township, that the funds being used as the local share for the Snyder Road Phase II Reconstruction project have been encumbered and will be available July 1, 1995. These funds total 30% of the estimated construction cost or \$204,690.00.

SIGNATURE

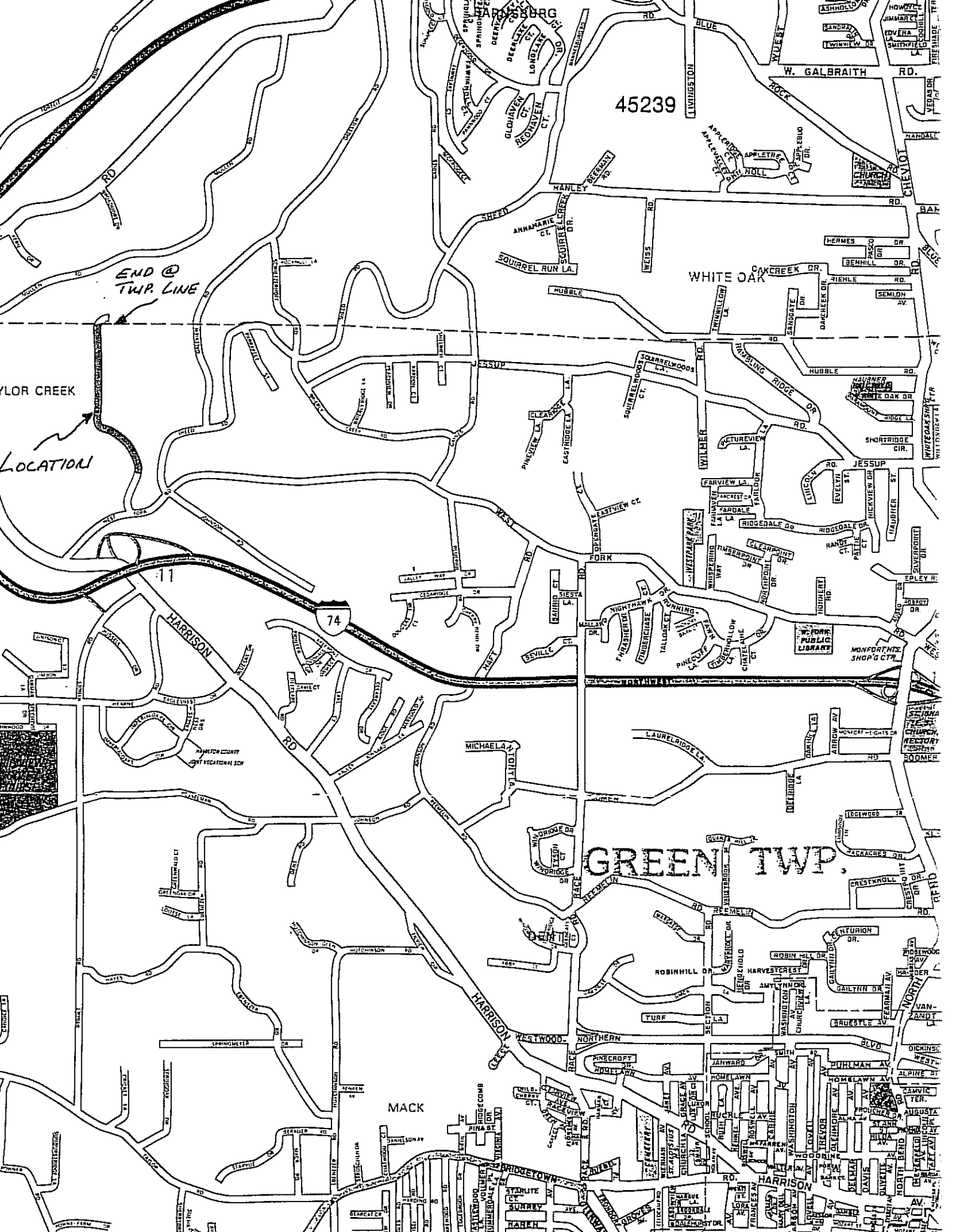
Franklin Hogue

TITLE

Clerk

DATE

9-16-94



45239

END @
TWP. LINE

TAYLOR CREEK

LOCATION

HARRISON

74

MICHAELA

GREEN TWP.

MACK

HARRISON

NORTHERN

WESTWOOD

BRIDGE TOWN

HARRISON

NORTH

WEST

DICKINS

ALPINE

SAVVIC

AUGUSTA

MOBILE

BRIDGE TOWN

Green township

administration offices

6303 harrison avenue • cincinnati, ohio 45247-6498 • (513) 574-4848/fax 574-6260

RESOLUTION #94-0912-F

DIRECTING ADMINISTRATOR TO APPLY FOR FINANCIAL ASSISTANCE IN 1994 FROM OHIO PUBLIC WORKS COMMISSION

BY THE BOARD:

WHEREAS, the Hamilton County Engineer has notified all Hamilton County Jurisdictions that the District #2 (Hamilton County) Integrating Committee will be accepting applications for 1995 Ohio Public Works Commission financial assistance through September 30, 1994; and

WHEREAS, our Public Works Director and Road Superintendent have reviewed our streets that are in need of complete reconstruction or intense rehabilitation and decided that Eula Avenue, Edgebrook Drive, Biscayne Avenue, Krierview Drive, North Glen Road, Aurora Avenue, Jessup Road (from Brierly Creek to 1/10 mile east), Eyrich Road, Seiler Drive, Linsan Drive, Pickway Drive (from South Road to Miami Township line), and Snyder Road have the best chance of being approved for financial assistance; and

WHEREAS, our Public Works Director and Road Superintendent are of the opinion that it would be prudent to offer thirty percent (30%) as matching funds to make the projects acceptable for approval; and

WHEREAS, our Superintendent of Roads prepared the following projects construction cost estimates:

<u>PROJECT NAME & STREETS INCL.</u>	<u>EST. TWP. COST \$</u>	<u>EST. GRANT COST \$</u>	<u>EST. TOTAL COST \$</u>
<u>Eula West/Edgebrook/Biscayne (west)</u> <u>Reconstruction</u> Eula - Moonridge to Edgebrook Edgebrook - entire length Biscayne - Moonridge to west terminus	162,525.	379,225.	541,750.
<u>Krierview Reconstruction</u> Entire length	95,370.	222,530.	317,900.
<u>North Glen (east)/Aurora (central)</u> <u>Reconstruction</u> North Glen - Aurora to east terminus Aurora - Biscayne to Childs	57,825.	134,925.	192,750.
<u>Jessup Road Hill</u> <u>Reconstruction</u> Brierly Creek to 1/10 mile east	30,570.	71,330.	101,900.
<u>Eyrich Road Phase I</u> <u>Reconstruction</u> House No. 3629 to Lawrence Road	120,166.	280,388.	400,554.



<u>PROJECT NAME & STREETS INCL.</u>	<u>EST. TWP. COST \$</u>	<u>EST. GRANT COST \$</u>	<u>EST. TOTAL COST \$</u>
<u>Seiler Drive/Linsan Drive</u> <u>Final Phase Reconstruction</u> Seiler - Wheatcroft to Linsan Linsan - Seiler to La Grange	128,460.	299,740.	428,200.
<u>Pickwav Drive Improvements</u> South Road to Miami Township Line	56,184.	131,096.	187,280.
<u>Snyder Road Reconstruction</u> <u>Phase II</u>	204,690.	477,610.	682,300.
TOTALS	\$855,790.	\$1,999,844.	\$2,852,634.

WHEREAS, Ohio Revised Code 5571.01 gives the Township Trustees authority to construct, reconstruct, resurface or improve any public road or part thereof under their jurisdiction; and

WHEREAS, all of the streets mentioned in this resolution are part of the Township Road System under the jurisdiction of this Board of Trustees.

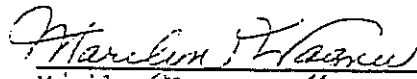
NOW THEREFORE BE IT RESOLVED that this Board does hereby order its Administrator to prepare the necessary application for Ohio Public Works Commission financial assistance for the above street projects based on Township matching funds in the amount of thirty percent (30%) of contract cost. Also, direct its Administrator, as Chief Executive Officer for the Township, to execute this application and submit it to the proper authorities.

ADOPTED AT THE REGULAR MEETING of the Board of Township Trustees of Green Township, Hamilton County, Ohio the 12th day of September, 1994.

Mr. Upton Yes Mr. Grote Yes Mr. Seitz Yes

CERTIFICATE OF CLERK

IT IS HEREBY CERTIFIED that the foregoing is a true and correct transcription of a resolution adopted by the Board of Trustees in session this 12th day of September, 1994.


Marilyn Wagner
Green Township Clerk
Hamilton County, Ohio

FINANCIAL REPORT OF TOWNSHIPS

For Fiscal Year Ending December 31, 1993

Green Township, County of Hamilton



"This is an unaudited Financial Report"

SUMMARY OF CASH BALANCES, RECEIPTS AND EXPENDITURES

SOURCE DESCRIPTION	GOVERNMENTAL FUNDS	TOTAL EXPENDABLE TRUST AND AGENCY FUNDS	NON-EXPENDABLE TRUST FUNDS	TOTALS & FUND BALANCE
RECEIPTS:	REVENUE	RECEIPTS	OPERATING	
Taxes	3,993,301.25		RECEIPTS	3,993,301.25
Charges for Services				
Licenses, Permits and Fees	6,404.49			6,404.49
Fines and Forfeitures	27,074.68			27,074.68
Intergovernmental Receipts	2,048,351.55			2,048,351.55
Special Assessments				
Interest	147,422.00			147,422.00
Gifts				
All Other Revenue	396,433.61	36,100.18		432,533.79
TOTAL RECEIPTS	6,618,987.58	36,100.18		6,655,087.76
DISBURSEMENTS	EXPENDITURE	DISBURSEMENTS	OPERATING	
General Government	864,050.77	7,859.56	DISBURSEMENTS	871,910.33
Public Safety	3,137,576.06	13,799.09		3,151,375.15
Public Works	1,425,562.27	1,794.00		1,427,356.27
Health	38,434.38			38,434.38
Human Services				
Conservation-Recreation	44,456.75	14,640.89		59,097.64
Miscellaneous				
Capital Outlay	777,918.22			777,918.22
Debt Service				
Bond Principal Payment				
Note Principal Payment	327,778.00			327,778.00
Interest and Fiscal Charges	151,433.34			151,433.34
Personal Services				
Contract Services				
Supplies and Materials				
TOTAL DISBURSEMENTS	6,767,209.79	38,093.54		6,805,303.33
Total Receipts Over / (Under) Disb	(148,222.21)	(1,993.36)		(150,215.57)
OTHER FINANCING SOURCES (USES)			NON-OPERATING	
Proceeds of Bonds			RECEIPTS (DISB)	
Proceeds of Notes				
Operating Transfers-In	698,725.84			698,725.84
Operating Transfers-Out	(698,725.84)			(698,725.84)
Advances-In				
Advances-Out				
Other Sources/Receipts	26,150.21			26,150.21
Other Uses/Disbursements				
TOTAL OTHER FINANCING SOURCES (USES)	26,150.21			26,150.21
Total of Rec. & Other Sources Over (Under)				
Disb & Other Uses	(122,072.00)	(1,993.36)		(124,065.36)
Fund Cash Balance, January 1,	3,493,488.29	42,605.55		3,536,093.84
Fund Cash Balance, December 31,	3,371,416.29	40,612.19		3,412,028.48
Reserve for Encumbrances, Dec. 31,	234,979.45	2,014.11		236,993.56

SUMMARY OF INDEBTEDNESS	OUTSTANDING Jan. 1, 1993	NEW ISSUES	RETIRED	OUTSTANDING Dec. 31, 1993	Fund Cash Balance	
					Depository Balance	230,333.13
TOTAL	2,294,444.46		327,778.00	1,966,666.46	Investments	3,399,123.24
					Cash on Hand	
					Total Treasury Balance	3,629,456.37
					Less Outstanding Checks	(217,427.89)
					TOTAL BALANCE	3,412,028.48

I certify the following report to be correct and true, to the best of my knowledge:

Marilyn Wagner
(Chief Fiscal Officer Sign Above)

3-4-94
(Date)

Marilyn Wagner
(Type or Print Name)

(513) 574-4848
(Telephone)

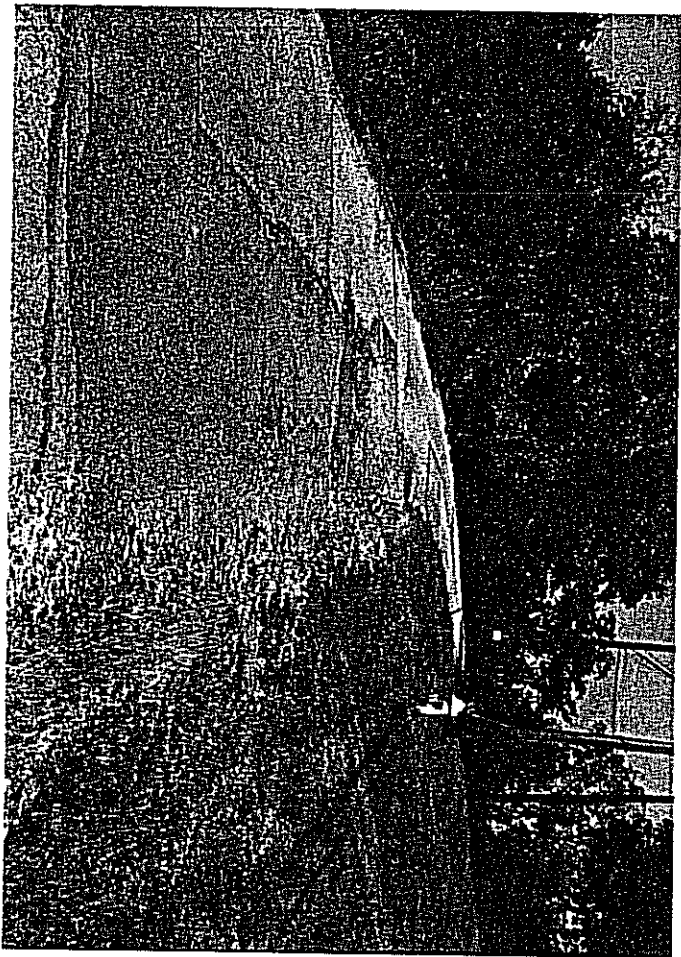
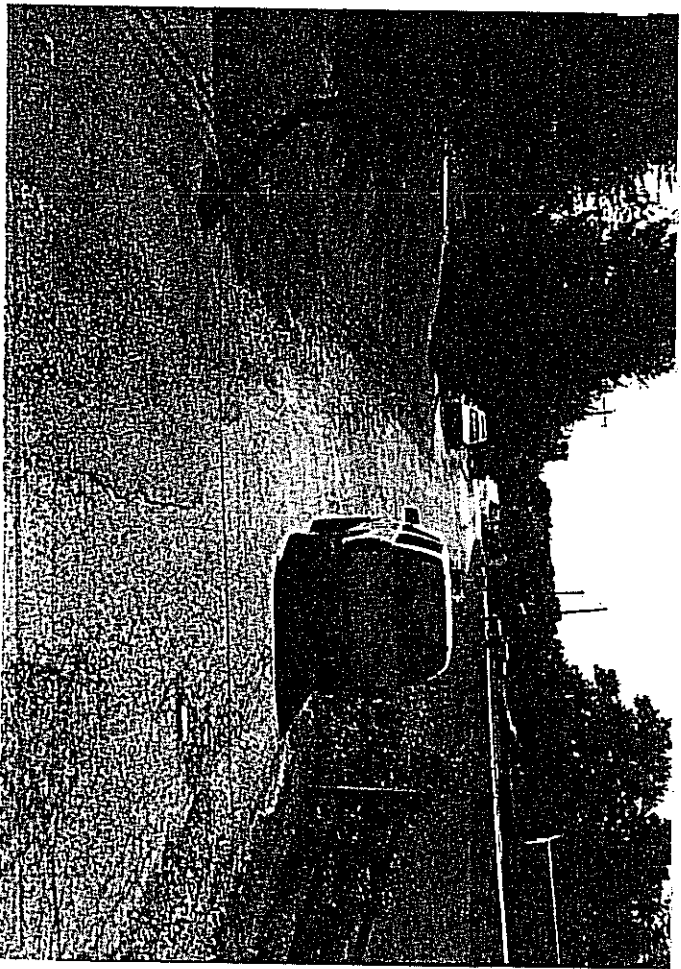
Clerk
(Chief Fiscal Officer Title)

6303 Harrison Avenue

(Street Address)

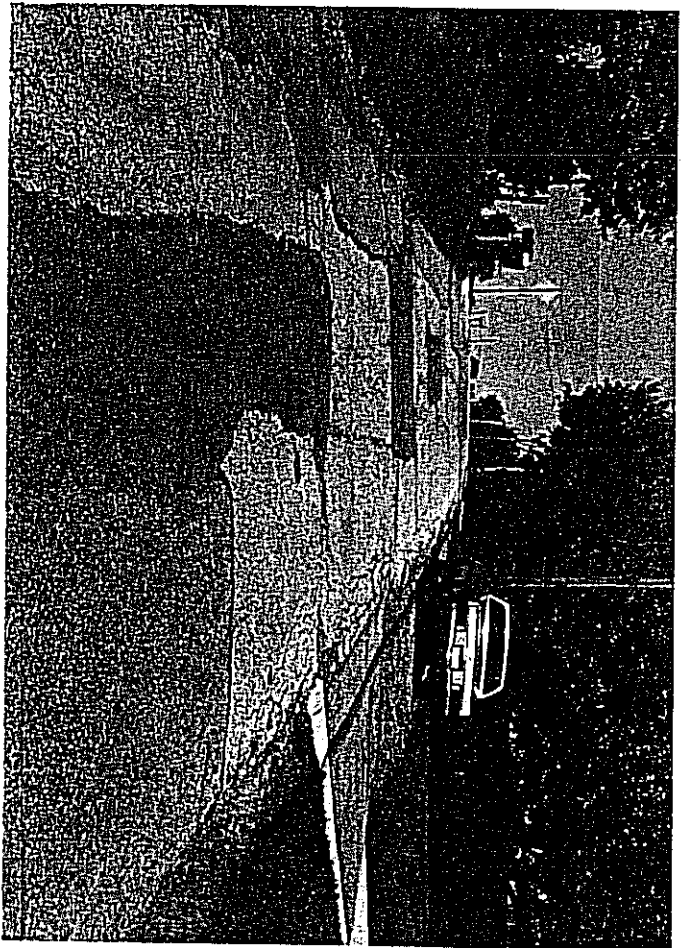
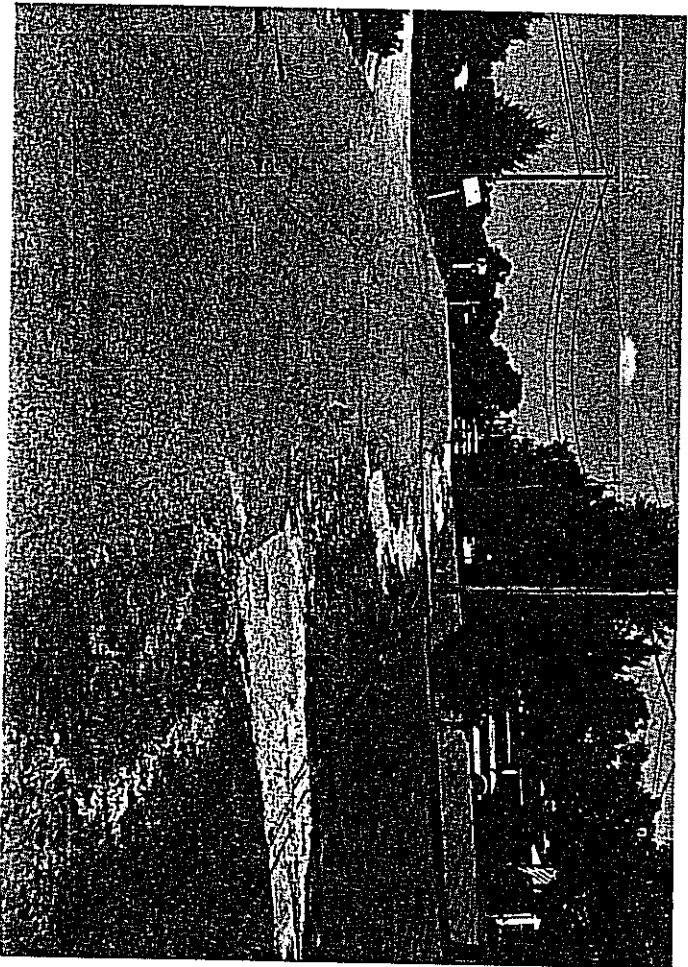
Cincinnati
(City or Village)

Ohio 45247
(Zip)



ROADSIDE WASH OUT

HILLSIDE ENCROACHING ROADWAY



We the undersigned residents of Snyder Road feel our road should be rebuilt and widened. The current width of Snyder Road prohibits two way traffic in a few places. Also because Snyder Road has no turn around (or circle) school buses, truck maintenance, and fire equipment must use private property driveways. This situation has caused driveway damage and damage to pillars at the front of driveways.

Safety is also a concern as the reduced width sections have on multiple occasions caused drivers to leave the roadbed and strike culverts causing auto damage. In addition we believe the inadequate road width and condition will negatively impact the performance of firemen.

The general appearance of Snyder Road also is terrible. The irregular width and many crumbling patches detracts from property values and certainly retards development of the 100+ available acres for future residential development.

Having covered some of the above facts we hope the township trustees remedy these and other problems by the reconstruction of upper Snyder Road. Thanks in advance for your support.

Joe C. Spino 5959 Snyder 574-6112
Gerry Smith 5957 Snyder Rd 574-4317
Dale Smith 5957 Snyder Rd 574-4317
Lee Ernst 5931 Snyder Rd 574-6600
Dann Ernst 5931 Snyder Rd 574-6600
Lee Ernst 5763 Snyder Rd 574-6600
Dann Ernst 5763 Snyder Rd 574-6600
Bill Barrett 5923 Snyder Rd 574-6786
Dawn Barrett 5923 Snyder Rd 574-6786
Lanana P. Ficker 5869 Snyder Rd 574-6755
Lucia Stokely 5869 Snyder Rd 574-6755
Mike Ficker 5761 Snyder Rd 574-8292

SEP 16 1994

Handed in 12:45 PM
TOWNSHIP
CLERK

We the undersigned residents of Snyder Road feel our road should be rebuilt and widened. The current width of Snyder Road prohibits two way traffic in a few places. Also because Snyder Road has no turn around (or circle) school buses, truck maintenance, and fire equipment must use private property driveways. This situation has caused driveway damage and damage to pillars at the front of driveways.

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Patricia Sevie	5959 Snyder Rd	574-6112
Clifford J. Jones	5963 SNYDER RD	574-5823
Catherine F. Zimmer	5963 SNYDER RD	574-5423
Carol W. Lawrence	5942 Snyder Rd	574-6966
Bill Wallbrever	5942 Snyder Rd	574-6966
Don Kuhlmann	5920 Snyder Rd	574-6536
Rat Kuhlmann	5920 Snyder Rd	574-6536
Jennifer M. Pace	5912 Snyder Rd	574-57418
Diane Herron	5902 Snyder Rd.	598-9938
Ellen Kott	5872 Snyder Rd	574-8486
Walter Schmidt	5971 Snyder Rd	574-6214
Theresa Stone	5828 Snyder Rd.	574-6549
Carl P. Janasi	5956 Snyder Rd	574-2803
Patricia M. Wieg	5977 Snyder Rd.	574-5787
DARYL URB	" " "	" "

We the undersigned residents of Snyder Road feel our road should be rebuilt and widened. The current width of Snyder Road prohibits two way traffic in a few places. Also because Snyder Road has no turn around (or circle) school buses, truck maintenance, and fire equipment must use private property driveways. This situation has caused driveway damage and damage to pillars at the front of driveways.

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James L. Hessel	6048 Snyder Rd.	574-1431
Mary Kay Beckenstetter	6075 Snyder Rd	598-1919
Greg Beckenstetter	6075 Snyder Rd	598-1919
Michelle Beckenstetter	6075 Snyder Rd	598-1919
Don Hobbins	6057 Snyder	574-3377
Carl J. Holthaus	6057 Snyder Rd	574-7788
Col. Holthaus	6057 Snyder Rd	574-7788
Fred Holthaus	6057 Snyder Rd	574-3377
Tom Stover	6089 Snyder Rd	574-6450
Elmore B. Gine	6016 Snyder Rd	574-6956
Joe Fuller	5966 Snyder Rd	598-1486
David Stover	5915 Snyder Rd.	574-5181
Beta Race	6080 Snyder Rd	574-6314
Henry J. Schable	6100 Snyder Rd	574-6980
John L. Schable	6100 Snyder Rd	574-6980

We the undersigned residents of Snyder Road feel our road should be rebuilt and widened. The current width of Snyder Road prohibits two way traffic in a few places. Also because Snyder Road has no turn around (or circle) school buses, truck maintenance, and fire equipment must use private property driveways. This situation has caused driveway damage and damage to pillars at the front of driveways.

Safety is also a concern as the reduced width sections have on multiple occasions caused drivers to leave the roadbed and strike culverts causing auto damage. In addition we believe the inadequate road width and condition will negatively impact the performance of firemen.

The general appearance of Snyder Road also is terrible. The irregular width and many crumbling patches detracts from property values and certainly retards development of the 100+ available acres for future residential development.

Having covered some of the above facts we hope the township trustees remedy these and other problems by the reconstruction of upper Snyder Road. Thanks in advance for your support.

Lawrence T. Kessler	6070 Snyder Rd	574-8812
Ann Schrand	6069 Snyder Rd.	574-6450
Nancy Kessler	6070 Snyder Rd	574-8812
Maile Borhous	6075 Snyder Rd	598-1919
Edward Hoffmann	6060 Snyder Rd	574-6507
Harold F. Rice	6080 Snyder Rd	574-6314
Jack Flake	6110 Snyder Rd.	574-6812
Patricia L. Hurl	6131 Snyder Rd	574-9533
Michael R. Hurl	6131 Snyder Rd.	574-9533
Kenneth J. Ellis	6152 Snyder Rd	574-3458
Pamela W. Ellis	6152 Snyder Rd.	574-3458
Nicholas S. Stumpp	6230 Snyder Rd	574-6344
James C. Stett	6154 Snyder Rd	574-6130
Antonia Stumpp	6230 Snyder Rd	574-6344
Frank Stumpp	6230 Snyder Rd	574-6344
Joe Murphy	6090 Snyder	574-6787

6070 Snyder Rd.
Cincinnati, OH 45247
September 12, 1994

Mr. Fred B. Schlamm, Jr.
Superintendent of
Roads and Maintenance
Green Township
6303 Harrison Ave.
Cinti., OH 45247-6498

Dear Mr. Schlamm:

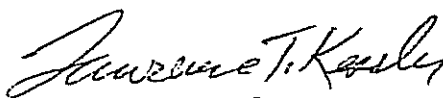
I am writing this letter to express my concerns regarding much needed improvements to Snyder Road. Conditions have deteriorated so that the safety of persons traveling Snyder Road is endangered. It is impossible for two-way traffic to proceed without someone pulling off the road and waiting. There are currently only a few locations where this is possible and if the oncoming vehicle is not familiar with these road conditions, they do not realize they have a responsibility to yield to the oncoming vehicle.

Another condition requiring your attention is the lack of a turn-around on the road. I currently allow the Oak Hills School District Transportation Dept. use of my driveway for turning the busses (6-8 busses daily). I met with the Transportation Supervisor to discuss other turn-around options and agreed that there were none. I then added 4' additional width to my driveway to accommodate the busses. Now that we have a large driveway, I find that all large vehicles, including the weekly trash removal service, emergency equipment, concrete and tandem trucks, and any other vehicle that happens to find itself near the end of Snyder Road, use my driveway because there is no where else to turn around. This heavy traffic is quickly adding to the deterioration of my driveway.

Still another undesirable condition is apparent after heavy rainstorms. Insufficient draining creates puddles in the roadway and in areas where vehicles pull off to allow passage of oncoming vehicles. Some front yards hold up to 6" of water.

It is my hope that the Green Township Maintenance budget will allow for appropriate repairs to Snyder Road. Please feel free to call me at 574-8812 if you want further clarification.

Sincerely,


Lawrence T. Kessler
Snyder Road Resident

GREEN TOWNSHIP FIRE DEPARTMENT

"INTEROFFICE MEMORANDUM"

TO: Fred Schlimm
FROM: Chief Weitzel *RJW*
DATE: September 9, 1994
SUBJECT: Road Safety Issue

=====

At your earliest convenience, would you look at Snyder Road? I have had several fire personnel approach me in respect to the width of the street. The street is very narrow and residents park their vehicles on the street.

If at some future date, this street could be included for an upgrade "widening." It would make access much better.

Thank you.

RJW:lb

TO: Fred Schlimm FROM:Road Supt.

M. Donovan

SUBJECT: Snyder Road-Blacktop Buckling

DATE: 2-18-94

MESSAGE:

Michelle Heyob, Snyder Road, 574-9533 reported that the blacktop is buckling. She did not give her address on Voice Mail.

*Patched
Shelton*

SIGNED: *Fred B. Schlimm* 2/22/94

REDIFORM

4S468/4P468 POLYPAK (50 SETS)

☐ NO REPLY NECESSARY☐ REPLY REQUESTED - USE REVERSE SIDE

CARBONLESS SPEEDISET

SPEED MESSAGE

TO

FROM

Fred Schlimm

Road Supt.

M. Donovan

SUBJECT Sunken Area

DATE 4-29-93

Mrs. Holtkamp, 6057 Snyder Rd., 574-3377 reported a sink hole on the big hill coming up on the right side by the berm. It is on the bend.

SPEED MESSAGE

TO

FROM

Fred Schlimm

Road Supt.

M. Donovan

SUBJECT Water/Ice

DATE March 9, 1993

Carol Holtkamp, 6057 Snyder Road, 574-3377 reported that water comes
across the road and freezes as you turn on Snyder at the Stop sign
and as you go up the hill to the first bend the same thing happens.
The Ham. Cnty.Plumbing Dept. also checked out cavitettes from the
Stop sign to 5931 and found 9 of the 17 not working. She was also
wondering if that had an affect on the water situation there.

ADDITIONAL SUPPORT INFORMATION

For Program Year 1995 (July 1, 1995 through June 30, 1996), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

- 1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State form BR-86.

Closed _____ Poor X

Fair _____ Good _____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

Pavement is older than 50 years. In most areas pavement too narrow to allow two-way traffic. Inadequate or non-functioning storm drain system, hillside and rocks encroaching upon road's edge. No area for buses or other large vehicles to turn around.

- 2) If State Capital Improvement Program funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 1995) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

2 weeks/months (Circle one)

Are preliminary plans or engineering completed? Yes No

Are detailed construction plans completed? Yes No

Are all right-of-way and easements acquired?* Yes No N/A

*Please answer the following if applicable:

No. of parcels needed for project: _____ Of these, how many are Takes _____, Temporary _____, Permanent _____

On a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired.

Are all utility coordinations completed? Yes No N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed. 6 weeks/months

- 3) How will the proposed project impact the general health, safety and welfare of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, commerce, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data.

See Attached

- 4) What type of funds are to be utilized for the local share for this project?

Federal	_____	ODOT	_____	Local	<u> X </u>
MRF	_____	OWDA	_____	CDBG	_____
Other	_____				

Note: If MRF funds are being used for the local share, the MRF application must have been filed by August 1, 1994 for this project with the Hamilton County Engineer's Office.

The minimum amount of matching funds for grant projects (local share) must be at least 10% of the TOTAL CONSTRUCTION COST. What percentage of matching funds are being committed to this project?

 30 %

- 5) Has any formal action by a federal, state, or local government agency resulted in a complete or partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the approved legislation must be submitted with the application. THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE VALID.

Complete Ban _____ Partial Ban _____ No Ban X

Will the ban be removed after the project is completed?

Yes _____ No _____

ADDITIONAL SUPPORT INFORMATION

The proposed Snyder Road reconstruction project will work to impact many areas dealing with health, safety, and welfare issues of the service area. The widening of the street will allow for the movement of two-way traffic on a large portion of this street where this movement is not now possible. It will also eliminate problems our Fire Department and salting equipment experience due to the narrowness of the street. Improvements to the drainage system will eliminate flooding of front yards and icing conditions. These drainage improvements will also work to carry effluent discharge from home sewage treatment systems away from the road's edge where it now sits in the ditchline for days after prolonged rain events. The T-turnaround to be constructed will eliminate large vehicles from turning around in private driveways and will make maneuvering of fire and salting equipment easier and quicker. Continuation of the retaining wall constructed on the south side of the street as a part of phase I of the reconstruction of this street, will work to eliminate rocks from sliding into the roadway and will halt the movement of this hill into the pavement's edge. The widening and other improvements planned will also act to open up several large properties on this street for residential development. Several residents have plans to develop 30 plus acre parcels but have not been able to accomplish this as prospective builder/developers are reluctant to commit to these projects as they feel the condition and narrowness of the street will make such developments less attractive to home buyers.

- 6) What is the total number of existing users that will benefit as a result of the proposed project?

653 VPD as per traffic count using standard traffic counters.
Count performed on 9-1-94.

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.

- 7) Has the jurisdiction developed a Five Year Capital Improvement Plan as required in O.R.C., chapter 164?

Yes X No

- 8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Rural, residential street.

- 9) For expansion projects, please provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS Proposed LOS

If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)

STATE CAPITAL IMPROVEMENT PROGRAM

ROUND NO. 9

PROGRAM YEAR 1995 PROJECT SELECTION CRITERIA - JULY 1, 1995 TO JUNE 30, 1996

ADOPTED BY THE DISTRICT 2 INTEGRATING COMMITTEE

June 27, 1994

JURISDICTION/AGENCY: GREEN TOWNSHIP

NAME OF PROJECT: SNYDER ROAD RECON. - PH. II

TOTAL POINTS FOR THIS PROJECT: 50 RATING TEAM NO. 1

NO. OF
POINTS

- 10 1) If SCIP Funds are granted, when would the construction contract be awarded? (The Support Staff will assign points based on engineering experience.)
- 10 Points - Will be under contract by December 31, 1995
 - 5 Points - Will be under contract by March 30, 1996
 - 0 Points - Will not be under contract by March 30, 1996

- 16 2) What is the condition of the infrastructure to be replaced or repaired? For bridges, base condition on latest general appraisal and condition rating.

- 20 Points - Poor Condition
16 Points -
12 Points - Fair to Poor Condition
8 Points -
4 Points - Fair Condition

RM. Very
ROUGH, POTHOLES
NARROW - No
DEF. EDGE

NOTE: If the infrastructure is in "good" or better condition it will NOT be considered for SCIP funding.

3

- 3) If the project is built, what will be its effect on the facility's serviceability?

- 5 Points - Significant effect (e.g., widen to and add lanes along entire project)
- 4 Points - Moderate to significant effect
- 3 Points - Moderate effect (e.g., widen exist. lanes)
- 2 Points - Moderate to little effect
- 1 Points - Little or no effect (e.g., street or bridge deck rehabilitation)

8

- 4) How important is the project to HEALTH, SAFETY, AND WELFARE of the public and the citizens of the District and/or service area?

SAFETY
WELFARE

- 10 Points - Highly significant importance, with substantial impact on all 3 factors
- 8 Points - Considerably significant importance, with substantial impact on 2 factors OR noticeable impact on all 3 factors
- 6 Points - Moderate importance, with substantial impact on 1 factor or noticeable impact on 2 factors
- 4 Points - Minimal importance, with noticeable impact on 1 factor
- 2 Points - No measurable impact

6

- 5) What is the overall economic health of the jurisdiction?

- 10 Points - Poor
- 8 Points -
- 6 Points - Fair
- 4 Points -
- 2 Points - Excellent

3

- 6) What matching funds are being committed to the project, expressed as a percentage of the TOTAL CONSTRUCTION COST? Loan and Credit Enhancement projects automatically receive 5 points, and no match is required. All grant funded projects require a minimum of 10% matching funds.

- 5 Points - 50% or more
- 4 Points - 40% to 49.99%
- 3 Points - 30% to 39.99%
- 2 Points - 20% to 29.99%
- 1 Point - 10% to 19.99%

0

- 7) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? POINTS MAY ONLY BE AWARDED IF THE END RESULT OF THE PROJECT WILL CAUSE THE BAN TO BE LIFTED.

5 Points - Complete or significant ban
3 Points - Partial or moderate ban
0 Points - No ban of any kind

1

- 8) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for roads and bridges, but only when certifiable ridership figures are provided.

5 Points - 10,000 or more
4 Points - 7,500 to 9,999
3 Points - 5,000 to 7,499
2 Points - 2,500 to 4,999
1 Point - 2,499 and under

653

1

- 9) Does the infrastructure have REGIONAL impact? Consider origins and destinations of traffic, functional classification, size of service area, number of jurisdictions served, etc.

5 Points - Major impact (e.g., major multi-jurisdictional route, primary feed route to an Interstate, Federal - Aid Primary routes)
4 Points -
3 Points - Moderate impact (e.g., principal thoroughfares, Federal - Aid Urban routes)
2 Points -
1 Point - Minimal or no impact (e.g., cul-de-sacs, subdivision streets)

2

- 10) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or a dedicated tax for infrastructure?

2 Points - Two of the above
1 Point - One of the above
0 Points - None of the above

ADDENDUM TO THE RATING SYSTEM
DEFINITIONS

CRITERION 1 - ABILITY TO PROCEED

The Support Staff will assign points based on:

- 1) Engineering experience
- 2) The information on the Additional Support Information, as verified where necessary.
- 3) The applicant's past SCIP/LTIP record of successfully projecting project schedules on similar types of projects.

If a project rating on this item is reduced by the Support Staff because of a questionable schedule, and still receives funding, the submitting jurisdiction will be permitted to amend the Project Schedule accordingly.

CRITERION 2 - CONDITION

Poor - Condition is dangerous, unsafe or unusable

Fair to Poor - Condition is inadequate or substandard

Fair - Condition is average, not good or poor

CRITERION 5 - ECONOMIC HEALTH

The following factors are used to determine economic health:

- 1) Median per capita income
- 2) Per capita assessed valuation of the total community real estate and personal property
- 3) Poverty indicators
- 4) Effective tax rates
- 5) Total corporate debt as a percentage of assessed valuation
- 6) Municipal revenues and expenditures per capita

CRITERION 9 - REGIONAL IMPACT

Major impact - Primary water or sewer main serving an entire system

Moderate impact - Waterline or storm sewer serving only part of a system

Minimal impact - Individual waterline or storm sewer not part of a system